




|   |             |                                 |                               |                                     |  |
|---|-------------|---------------------------------|-------------------------------|-------------------------------------|--|
|    |             | NTSB ID: DEN02LA101             |                               | Aircraft Registration Number: N43GA |  |
|   |             | Occurrence Date: 08/30/2002     |                               | Most Critical Injury: Serious       |  |
|   |             | Occurrence Type: Accident       |                               | Investigated By: NTSB               |  |
| Location/Time   |             |                                 |                               |                                     |  |
| Nearest City/Place<br>Canon City  | State<br>CO | Zip Code<br>81215               | Local Time<br>1225            | Time Zone<br>MDT                    |  |
| Airport Proximity: Off Airport/Airstrip   |             | Distance From Landing Facility: |                               | Direction From Airport:             |  |
| Aircraft Information Summary  |             |                                 |                               |                                     |  |
| Aircraft Manufacturer<br>Bell   |             | Model/Series<br>206L-III        |                               | Type of Aircraft<br>Helicopter      |  |
| Sightseeing Flight: No  |             |                                 | Air Medical Transport Flight: |                                     |  |
| Narrative   |             |                                 |                               |                                     |  |
| <p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 30, 2002, at approximately 1225 mountain daylight time, a Bell 206L-III helicopter, N43GA, was destroyed when it struck wires while maneuvering near Canon City, Colorado. The airline transport pilot, the sole occupant aboard the aircraft, was not injured. Royal Gorge HeliTours was operating the aircraft under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the personal local flight that had departed approximately 5 minutes before the accident. No flight plan had been filed.</p> <p>The pilot said that he had been flying down in the canyon, and had come up to the surface to return to his helipad. He said that the helicopter's mast struck a wire, and severed the main rotor pitch change tubes disabling the aircraft. The pilot said that the helicopter came down vertically (20 to 30 feet) breaking the left skid, crushing the fuselage, separating the tail boom, and separating portions of both main rotor blades.</p> |             |                                 |                               |                                     |  |
| FACTUAL REPORT - AVIATION   |             |                                 |                               |                                     |  |




|   |                                    |   |                           |                                   |              |
|---|------------------------------------|---|---------------------------|-----------------------------------|--------------|
|  <b>National Transportation Safety Board</b><br><b>FACTUAL REPORT</b><br><b>AVIATION</b> |                                    | NTSB ID: DEN02LA101                     |                           |                                   |              |
|   |                                    | Occurrence Date: 08/30/2002             |                           |                                   |              |
|   |                                    | Occurrence Type: Accident               |                           |                                   |              |
| <b>Landing Facility/Approach Information</b>  |                                    |   |                           |                                   |              |
| Airport Name  | Airport ID:                        | Airport Elevation<br>Ft. MSL            | Runway Used               | Runway Length                     | Runway Width |
| Runway Surface Type: Unknown  |                                    |   |                           |                                   |              |
| Runway Surface Condition: Unknown   |                                    |   |                           |                                   |              |
| Type Instrument Approach: Unknown   |                                    |   |                           |                                   |              |
| VFR Approach/Landing: None  |                                    |   |                           |                                   |              |
| <b>Aircraft Information</b>   |                                    |   |                           |                                   |              |
| Aircraft Manufacturer<br>Bell   |                                    | Model/Series<br>206L-III                |                           | Serial Number<br>51305            |              |
| Airworthiness Certificate(s): Normal  |                                    |   |                           |                                   |              |
| Landing Gear Type: Skid   |                                    |   |                           |                                   |              |
| Homebuilt Aircraft? No  | Number of Seats: 7                 | Certified Max Gross Wt. 5000 LBS        |                           | Number of Engines: 1              |              |
| Engine Type:<br>Turbo Shaft   | Engine Manufacturer:<br>Allison    | Model/Series:<br>250-C30P               |                           | Rated Power:<br>650 HP            |              |
| <b>- Aircraft Inspection Information</b>  |                                    |   |                           |                                   |              |
| Type of Last Inspection<br>100 Hour   | Date of Last Inspection<br>07/2002 | Time Since Last Inspection<br>33 Hours  |                           | Airframe Total Time<br>2988 Hours |              |
| <b>- Emergency Locator Transmitter (ELT) Information</b>  |                                    |   |                           |                                   |              |
| ELT Installed? No   | ELT Operated? No                   | ELT Aided in Locating Accident Site? No |                           |                                   |              |
| <b>Owner/Operator Information</b>   |                                    |   |                           |                                   |              |
| Registered Aircraft Owner<br><br>Rapid Air LLC  |                                    | Street Address<br>P.O. Box 860          |                           |                                   |              |
|   |                                    | City<br>Canon City                      | State<br>CO               | Zip Code<br>81215                 |              |
| Operator of Aircraft  |                                    | Street Address                          |                           |                                   |              |
|   |                                    | City                                    | State                     | Zip Code                          |              |
| Operator Does Business As: Royal Gorge HeliTours  |                                    |   | Operator Designator Code: |                                   |              |
| <b>- Type of U.S. Certificate(s) Held: None</b>   |                                    |   |                           |                                   |              |
| Air Carrier Operating Certificate(s):   |                                    |   |                           |                                   |              |
| Operating Certificate:  |                                    |   | Operator Certificate:     |                                   |              |
| Regulation Flight Conducted Under: Part 91: General Aviation  |                                    |   |                           |                                   |              |
| Type of Flight Operation Conducted: Personal  |                                    |   |                           |                                   |              |
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|  <b>National Transportation Safety Board</b><br><b>FACTUAL REPORT</b><br><b>AVIATION</b>  |                      |  | NTSB ID: DEN02LA101                  |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
|--|----------------------|--|--------------------------------------|-----------------------|---|-----------------------------|---------------|----------------------|---------|---------------------|------------------------|-----------------------|-------|------------|--------|------------|--------|------------------|------------------|-----------|------------|-------|------|------|--|------|-----|-----|-------|--|--|-----------------------|-------|------|------|--|------|--|--|-------|--|--|------------|--|--|--|--|--|--|--|--|--|--|--------------|--|--|--|--|-----|--|--|--|--|--|--------------|--|--|--|--|----|--|--|--|--|--|---------------|---|---|--|--|--|--|--|---|--|--|
|  |                      |  | Occurrence Date: 08/30/2002          |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
|  |                      |  | Occurrence Type: Accident            |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| <b>First Pilot Information</b>   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Name   |                      |  | City                                 |                       | State                                   | Date of Birth               | Age           |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| On File  |                      |  | On File                              |                       | On File                                 | On File                     | 57            |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Sex: M   | Seat Occupied: Right |  | Principal Profession: Civilian Pilot |                       |   | Certificate Number: On File |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Certificate(s): Airline Transport  |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Airplane Rating(s): Single-engine Land   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Rotorcraft/Glider/LTA: Helicopter  |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Instrument Rating(s): None   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Instructor Rating(s): None   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Type Rating/Endorsement for Accident/Incident Aircraft? Yes  |                      |  |                                      |                       | Current Biennial Flight Review? 11/2000 |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Medical Cert.: Class 2   |                      | Medical Cert. Status: Valid Medical--no waivers/lim. |                                      |                       | Date of Last Medical Exam: 11/2001      |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| <table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>20000</td> <td>5000</td> <td>3000</td> <td></td> <td>3000</td> <td>100</td> <td>150</td> <td>20000</td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>20000</td> <td>5000</td> <td>3000</td> <td></td> <td>3000</td> <td></td> <td></td> <td>20000</td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td></td> <td></td> <td></td> <td>100</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td></td> <td></td> <td></td> <td>30</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>1</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> </tr> </table> |                      |  |                                      |                       |   |                             |               | - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument |        | Rotorcraft | Glider | Lighter Than Air | Actual           | Simulated | Total Time | 20000 | 5000 | 3000 |  | 3000 | 100 | 150 | 20000 |  |  | Pilot In Command(PIC) | 20000 | 5000 | 3000 |  | 3000 |  |  | 20000 |  |  | Instructor |  |  |  |  |  |  |  |  |  |  | Last 90 Days |  |  |  |  | 100 |  |  |  |  |  | Last 30 Days |  |  |  |  | 30 |  |  |  |  |  | Last 24 Hours | 1 | 1 |  |  |  |  |  | 1 |  |  |
| - Flight Time Matrix   | All A/C              | This Make and Model                                  | Airplane Single Engine               | Airplane Multi-Engine | Night                                   | Instrument                  |               |                      |         |                     |                        |                       |       | Rotorcraft | Glider |            |        |                  | Lighter Than Air |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
|  |                      |  |                                      |                       |   | Actual                      | Simulated     |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Total Time   | 20000                | 5000   | 3000                                 |                       | 3000                                    | 100                         | 150           | 20000                |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Pilot In Command(PIC)  | 20000                | 5000   | 3000                                 |                       | 3000                                    |                             |               | 20000                |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Instructor   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Last 90 Days   |                      |  |                                      |                       | 100                                     |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Last 30 Days   |                      |  |                                      |                       | 30                                      |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Last 24 Hours  | 1                    | 1  |                                      |                       |   |                             |               | 1                    |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Seatbelt Used? Yes   |                      | Shoulder Harness Used? Yes                           |                                      |                       | Toxicology Performed? No                |                             | Second Pilot? |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| <b>Flight Plan/Itinerary</b>   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Type of Flight Plan Filed: None  |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Departure Point  |                      | State  |                                      | Airport Identifier    |   | Departure Time              | Time Zone     |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Same as Accident/Incident Location   |                      |  |                                      | NONE                  |   | 1220                        | MDT           |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Destination  |                      | State  |                                      | Airport Identifier    |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Local Flight   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Type of Clearance: None  |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Type of Airspace: Class G  |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| <b>Weather Information</b>   |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Source of Briefing: Unknown  |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |
| Method of Briefing: Unknown  |                      |  |                                      |                       |   |                             |               |                      |         |                     |                        |                       |       |            |        |            |        |                  |                  |           |            |       |      |      |  |      |     |     |       |  |  |                       |       |      |      |  |      |  |  |       |  |  |            |  |  |  |  |  |  |  |  |  |  |              |  |  |  |  |     |  |  |  |  |  |              |  |  |  |  |    |  |  |  |  |  |               |   |   |  |  |  |  |  |   |  |  |



|  |  |  |                             |  |  |
|--|--|--|-----------------------------|--|--|
| <br><b>National Transportation Safety Board</b><br><b>FACTUAL REPORT</b><br><b>AVIATION</b> |  |  | NTSB ID: DEN02LA101         |  |  |
|  |  |  | Occurrence Date: 08/30/2002 |  |  |
|  |  |  | Occurrence Type: Accident   |  |  |

|                                   |                     |  |               |                                 |                              |
|-----------------------------------|---------------------|--|---------------|---------------------------------|------------------------------|
| <b>Weather Information</b>        |                     |  |               |                                 |                              |
| WOF ID                            | Observation Time    | Time Zone  | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
| PUB                               | 1354                | MDT  | 4726 Ft. MSL  | 39 NM                           | 120 Deg. Mag.                |
| Sky/Lowest Cloud Condition: Clear |                     |  |               | Ft. AGL                         | Condition of Light: Day      |
| Lowest Ceiling: None              |                     |  | Ft. AGL       | Visibility: 10 SM               | Altimeter: 30.13 "Hg         |
| Temperature: 29 °C                | Dew Point: 6 °C     | Wind Direction:  |               | Density Altitude: 9811 Ft.      |                              |
| Wind Speed: 6                     | Gusts:              | Weather Conditions at Accident Site: Visual Conditions |               |                                 |                              |
| Visibility (RVR): Ft.             | Visibility (RVV) SM | Intensity of Precipitation:                            |               |                                 |                              |
| Restrictions to Visibility: None  |                     |  |               |                                 |                              |
| Type of Precipitation: None       |                     |  |               |                                 |                              |


  

|   |  |                     |  |                          |  |
|---|--|---------------------|--|--------------------------|--|
| <b>Accident Information</b>               |  |                     |  |                          |  |
| Aircraft Damage: Destroyed                |  | Aircraft Fire: None |  | Aircraft Explosion: None |  |
| Classification: U.S. Registered/U.S. Soil |  |                     |  |                          |  |

| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
|-------------------------|-------|---------|-------|------|-------|
| First Pilot             |       | 1       |       |      | 1     |
| Second Pilot            |       |         |       |      |       |
| Student Pilot           |       |         |       |      |       |
| Flight Instructor       |       |         |       |      |       |
| Check Pilot             |       |         |       |      |       |
| Flight Engineer         |       |         |       |      |       |
| Cabin Attendants        |       |         |       |      |       |
| Other Crew              |       |         |       |      |       |
| Passengers              |       |         |       |      |       |
| - TOTAL ABOARD -        |       | 1       |       |      | 1     |
| Other Ground            |       |         |       |      |       |
| - GRAND TOTAL -         |       | 1       |       |      | 1     |



|  |                             |  |
|--|-----------------------------|--|
| <br>National Transportation Safety Board<br><b>FACTUAL REPORT</b><br>AVIATION | NTSB ID: DEN02LA101         |  |
|  | Occurrence Date: 08/30/2002 |  |
|  | Occurrence Type: Accident   |  |
| Administrative Information   |                             |  |
| Investigator-In-Charge (IIC)<br>James F. Struhsaker  |                             |  |
| Additional Persons Participating in This Accident/Incident Investigation:<br><br>Gary Dupertuis<br>Federal Aviation Administration<br>Denver, CO 80249         |                             |  |
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